



Public Meeting #2 Results

June 2006

Missoula: June 12, 2003

Quality Inn 5-8 P.M.

Florence: June 13, 2006

Florence-Carlton School 5-8 P.M.

Attendance:

- Missoula Public Open House – 46 attendees
- Florence Public Open House – 34 attendees

Synopsis – KMP perspective

- *Option #1 – Most meeting attendees are opposed to the East Side Bypass from Florence to Missoula.*
- *Option #2 – There is not strong support for the Lolo to Missoula road*
- *Option #3 – Insufficient comments to draw a conclusion, other than no majority opposition. Some expressed interest in using an “enhanced” widened bike / ped facility as an emergency route between Missoula and Lolo*
- *Option #4 – There is not strong support for either HOV or HOT lanes, although some believe these options are good in combination with other options to improve corridor function and reduce congestion*
- *Option #5 – Majority support for multi-modal alternatives; extended bus services and expanded van pools south to Hamilton and development of light rail / DMU*
- *Option #6 – Very strong support for development of new, separated bike/ped facility between Lolo and Missoula. Some expressed interest in using an “enhanced” widened bike / ped facility as an emergency route between Missoula and Lolo*
- *Improved intersections and turn lanes – strong support for these improvements throughout the corridor, including removal of rumble strips from shoulder near right turn lanes off US 93*

1. **Possible Improvement Options:** After reviewing the list of possible improvement options presented, please provide your comments in the following areas

Additional Improvement Options – What other possible improvement options should be added for consideration? Please be specific in the improvement and location.

Missoula

- Need bike trail Missoula (Wal-Mart) to Lolo. Need to address safety to cross through them so the highway is not totally closed, which happens too many times. Need a widened highway with a grass median and make it look nice.
- Focus on additional details for light rail and busses including how people will get to work once in Missoula. You can never build enough capacity for automobiles. Don't try.
- Fence off the highways to keep animals from causing accidents
- I think option #4 has some merit if it is included with the consideration of the multi-modal options. Need to explore how park and ride might be implemented in the context of multi-modal option.

- A land use and transit option with compact development around town centers and transit station in town centers
- On Chart “possible improvement options”, no detail is provided for easier access on to 93 North from Hayes Creek Road. Two options: 1. Forest Logging road from Skyway Dr. to Blue Mt. Road. 2. Underground passage—tunnel under 93 from Hayes Creek Rd. to merge going North on 93, or 3. Bridge instead of tunnel
- High frequency transit; using existing roadway; use outside lane as HOV lane; Rail; improve bike facilities
- SIDs to new infrastructure for new residents. Toll roads to pay for all construction. Make developers pay up front for improvements to infrastructure caused from their development
- Light rail. Please help change mindset to get away from automobile reliance—the more roads you build, the more people will drive. All agencies need to work together to help keep up the environment (air, land, water) clean and healthy.
- Combine rail, multi-modal, and traffic control such as signals at arterials which service well- located and planned clusters of homes—do not encourage sprawl.
- Please focus on what would be needed to make a available rail service with increased bussing to get people to work once they arrive in Missoula.
- Long term option should include using rail corridor and light rail options. TDM should encourage varied work hours to reduce peak traffic.
- Along with the light rail and maybe you thought about this—I would like to see depots strategically placed so that the rail works in an area that is not so dense by bringing the people together in a common area to ride the train!
- Convert corridor to a super 2, with roundabouts (single lane). The ‘egress’ traffic would shift to bus and train. Facilitates needed for complete multi-modal system in Missoula. Consider Roundabout at Brooks/ Reserve with train through middle; see Utah as an example. Look at railcars holding bicycles, perhaps even a “kennel car” for dogs.
- The planning for Miller Creek. 93 Corridor plan and use for mass transit must be coordinated. Groups making separate plans makes no sense.
- Traffic lane reorganization—Three lanes in the morning, three are in the afternoon. Need to coordinate with Miller Creek EIS. All alternatives will come to bottle neck at 93/ Miller Creek intersection. A solution may also refuse breaking off traffic around Blue Mountain Roads. Need a comprehensive transportation plan.
- #2 has possibility to working well. Funding van pools will lead to a future need for bus services but not till we have exhausted the ability to serve demand.
- HOV lane and bus lane combined (use inside lane for taxis and for bussing)
- Brooks Reserve needs a roundabout, and all other intersections should consider the roundabout option, for our quality and other overriding reasons.
- Look at train services/ bus
- Signs indicating closed highway and road construction between Missoula and Trader Brothers.
- #5- Combine all these into one alternative, along with spot safety improvements.
- #5- I’d like to see all these ideas combined into one, they all make good sense.
- Missoula to Lolo Bike Path: highly overdue! What is the holdup? We’re waiting.
- Hayes Creek Improvements
 - Median use for merging conflicts
 - Volumes too high to cross 93 for Northbound
 - Left turn movement North
- East Side Alternate – consider widening bike/ pedestrian path for emergency use instead of new road
- Bus—consider priority for busses

- Additional capacity
 - Consider four lanes only
 - One lane each direction for HOV and emergencies
 - One lane for thru traffic
- Hazards- Add key for list
- Bus service—Check Wenatchee bus system ½ cent sales tax too fund.
- Make developers pay for full cost of roads to support their developments before construction begins and approval given for it.
- SID and Toll Roads
- Overhead suspended light rail along MRL right of way? Go fast, small footprint, leaves trail use on ground.
- Get data on important birding areas from Audubon Society (Jim Brown)
- Combine rail, bus, vans, and bikeways into one multi-modal alternative. Smart land-use too, is needed.
- Create alternative that combines transit with land use development at towns along route that is compact and mixed use and with in ¼ mile of transit stops.
- Map Audubon Association important birding areas (IBAs)
- Add a right turn lane north bound from Miller Creek with new lane and merge into 39th street.
- Stop traffic eastbound from Old US 93 to Miller Creek.
- Use staging areas set up like the parking lot near Trader Brothers (south of Lolo) to pick up people in transit buses to / from Missoula. Buses could be equipped with multiple bike racks for those who want to bike in Missoula after the bus trip.
- Make the Lolo / Missoula alternate connection a paved bike path / route wide enough for single emergency vehicles.
- Need van pooling and to require no travel on highway 93 from Bitterroot unless 2 or more people in the cars and trucks, ticket them – money used for vans and road improvements.
- Do a real thorough study of light rail along 93. Tell us how many vehicles / day a four lane highway can safely accommodate. Plan should include recommendations for Hayes Creek – 93 intersection
- The one and only long term solution to the traffic problem on 93 is to put in an Eastside road that will link Missoula with the Florence area nonstop. I see there is a proposed plan to do this and I believe action should be taken now to acquire the land needed to accomplish this project. The longer you wait the harder it will be to get the land and it gets more expensive every day. There are large subdivisions popping up and being proposed all the time in the Bitterroot Valley. These people will more likely than not work in Missoula so there will be a higher need for more channels in and out of the Bitterroot Valley.

Florence

- Lower the speed limits—especially coming into Lolo from the South.
- Dividers—between highways to prevent injuries, crossover injuries (head-on) controlled access points along highway 93 also need to be adopted. Also, companies have shift rotation ½-1 degree start and leave times
- Put signs “left lane for passing only” would make it much safer for traffic coming on to the highway (especially traffic making a left hand turn on to highway 93). A cheap safety fix.
- I would like to see specifics about raised access / egress. I think an Eastside Highway should be pursued.
- Middle turn lane between mile marker 76 and 77 to the subdivision on the West.

- Maybe enhance bikeway for emergency use only. Light rail and / or bus / vanpool would be good—there needs to be some relief – maybe frontage roads—to provide the relief valve, for enough from 93 and old 93 and Eastside Highway to avoid having one problem interfere with both. More speed limit signs and enforcement at every speed (hardly any 65 mph signs between Lolo and Florence).
- Build an elevated highway over the existing Highway 93, and running as needed from Hamilton to Missoula.
- Consider full access control as a stand alone option. Significant benefit to safety and capacity.
- Rail Service might work – from Hamilton to Missoula. Probably needs 1-2 years of promotional effort. Add in bus service—needs to be frequent and convenient.
- Put the pathway on the east side. Make it able to handle everyday services and gate it to all other vehicles
- Improved left and right turn lanes would be a great help—I like it better than staged emergency response vehicles.
- Blinking warning signs that let people know “Accident Ahead” on South end of Missoula and in Lolo / Florence might help.
- Light rail would be wonderful!! What happens after we get dumped off in Missoula?
- Remove rumble strips at right turn locations.
- Put a turn lane going to homes located at Liberty Estates (1/2 mile South of County Line Road).
- Support bike path—Lolo to Missoula.
- Weed control will show wildlife corridors—grazing habits—then establish transportation corridors.
- Long Avenue Safety / congestion crossing needs / improvements.
- Extend East Side Bypass (4 lanes) to Florence and Lolo with new crossings at: 1. North to I-90 and 2. West side Missoula.
- High speed rail Whitefish to Darby.
- Look at Bird Lane and Valley Grove intersections—improvements?
- Improve handling of accidents to move traffic sooner- while investigation is underway.
- Involve Missoula County Commission in Lolo to Missoula connection.

Unnecessary Improvement Options – Please list any of the possible improvement options that you believe are unnecessary in meeting corridor needs.

Missoula

- Road way option, East side byway, I don’t want to see anymore of Missoula’s land destroyed and made ugly with more roadways
- East side corridor is not realistic given problems that already exist at Miller creek getting traffic out to highway 93.
- Options 2 and 4 should be last resort options despite accommodating fossil fuels use. These options impinge on the open space character that is so important to our community. No duplicative roads such as option 2.
- Widening US 93 or widening / extending East side highway.
- Additional roads on either side of the river are undesirable and unaffordable. Rubber tired vehicles create a particulate problem... they should be full to justify extended use of the vans. Road building projects do not take into account what is happening with world today... high fuel prices, pollution, less public resources.
- Both #1 and #2 are not only unnecessary they are insane

- I base my opinions on my two years of service on the Missoula county consolidated Planners Board, my five years of service on the city's Open Space Advisory committee, my six years in the Montana State Legislature and the last five months of walking door-to-door on the Miller Creek / Maloney Ranch area particularly precinct 43.
- The number one issue for people in the Miller Creek area is the traffic problem – egress and access to the area. The two “solutions” an eventual bridge and improvements at the Y will help, but the Miller Creek Plan will eventually put as many people in the planned area as now live in Hamilton. Any increase in traffic from the Bitterroot will induce serious, continued problems.
- Please go on the ground on Trail End Road (the only place for #1) It is already an extremely dangerous road in winter—more traffic won't help.
- The area between Florence and **Oral Zumwalt Road** (the natural connection) has great open space value for Missoula County.
- New Roadways on lanes at some part (and I think we are there) you have to measure occupancy not roads.
- Stop approving housing developments with no money to support necessary infrastructure.
- Don't need to widen 93. Keep it 4 lanes maximum from Missoula to Hamilton.
- Please remove option #1 from the table. The #1 East Side bypass option is unacceptable. It doesn't meet any of the corridor plan draft goals, especially regarding environmental, financial, and congestion. This is not the solution. Multi-modal is a better answer.
- 1. The East side bypass option should be avoided. It does not meet environmental goals. Construction of a costly highway no matter how well designed, will lead to loss of the important area shown in yellow on the wildlife corridors areas map. Even if under-passes were implemented at significant cost the very existence of the highway would encourage development and fragmentation of the landscape. This represents a non-recoverable commitment of a valuable resource—opens space. 2. Much of the area that would be serviced by an East-side highway is the west-facing slopes and drainages which are valuable as winter range. Fragmentation of this landscape represents a loss of this dwindling resource. This result is contrary to the goal, “context sensitive design solutions”. There is no way to maintain this “context” while building a “yellow brick” road to this landscape. 3. Growth is inevitable, land and county planning has a responsibility to be pro-active in channeling that growth rather than taking a reactionary, unimaginative approach such as the East side bypass. 4. If you build it, they will come. 5. I encourage the multi-model option coupled with strategically placed arterials located and designed with the foresight of sound county planning and intermittent but regularly space signals which facilitate access from existing and potential arterials. 6. Promotion and planning for passenger rail is a great idea—Go for it!!
- The East side bypass is a reaction to unplanned for development – if you build they will come and locate in inappropriate areas if allowed – Avoid the bypass.
- Option #2 accomplishes nothing—move people and cars from congestion area to congestion area.
- Ideas #1 and #2 are horrible ideas environmentally to squeeze the Bitterroot river between 2 highways and to forever destroy the riparian nature of the east side of the Bitterroot River is a criminal and short-sighted idea. We have already lost the West side—Please refrain. The wildlife corridor between Missoula and Bitterroot – you cannot destroy it!! Financially also a terrible idea; the cost of a train would be less of benefit much exceed an eastside highway

- Option #1 – This is the worst possible idea to sandwich the Bitterroot River between 2 highways. This option does not meet any of your 7 stated goals.
 - Environment—worst case option for negative impacts to the river and wildlife.
 - Safety—would likely result in numerous collisions with wildlife. The area proposed for highway is heavily populated by many species of wildlife, including elk, moose, deer, black bear, mountain lion—all species that safely cross from the Sapphire Mountains to the Bitterroot. The highway would bi-sect their habitat and corridor.
 - Financial—a very “unlike use” of transportation dollars. It would likely cost over \$200,000,000 to buy out all private property and construct it. And what would it resolve for all that money and environmental degradation? Traffic from the highway would be brought into an already highly congested area—Miller Creek.
 - Multi-modal This option is business as usual build more roads and lanes.
 - Transportation Corridor design – sandwiching the river and carving up the Sapphires is anything but “context sensitive” design.
 - Congestion – Almost all of the land between Lolo and the Eight-mile area of Florence on the East side of the river is currently underdeveloped and inaccessible. Putting a highway through it will dramatically change all this. It is unzoned in both Missoula and Ravalli County—the resulting sprawling development made possible by this highway option would create a whole new congestion problem. Not solve it! Option #2, I do not see how this option meets your goals either.
- HOT and HOV lanes will not be used. East Side road is a very bad use of money—very expensive and causes sprawl.
- I believe option # 1, 2, and 4 are not only unnecessary, but as in numbers 1 and 2 – ineffective, costly and harmful to wildlife, community, lifestyle (i.e. “rural”) and habitat. If you implement options #5 and 6, at least you will take care of any need for #4 because of decrease in traffic and improved flow
- Don’t expand 93, don’t extend Eastside. Too expensive, too many environmental costs. Missoula air cannot except much more motor traffic.
- #1 is a horrible idea that calls for isolating the Bitterroot River between two high-speed roadways. The disruption and fragmentation of wildlife habitat is a highly significant impact on wildlife. The improvements to safety and traffic flow should be concentrated in the existing highway.
- East Side highway extension – too expensive, creates congestion in the Miller Creek area (already congested).
- Drop #1 East side bypass. #3 and #4 not needed or affordable for what they would provide
- Left-turn lanes—these are too dangerous, put in overpasses and roundabouts.
- Option #1, the Eastern Bypass is not necessary. This type of connection may take some traffic off 93, but it would also lead to exponential suburban sprawl that would be hard to control.
- #1 No, No, No. Will open up all that land to development.
- Option #1 is not in conformance with environmental goal.
- #1 no. #3 sooner rather than later. #6 As soon as possible.
- #1 would be the worst possible place to run a highway in terms of impact on wildlife and hunters. More collisions, vehicle damage... very bad idea unless you also build another reserve street to get across them.
- Option #1 is a very bad idea. There are 3 bald eagles that live and fish the Bitterroot in areas directly east of the town of Lolo. Bear, mountain lion, and abundant bird life live along the river. If the major times that the highway is overloaded is rush hours,

wouldn't it be more sensible to promote jobs to keep people in their communities instead of racing to Missoula for work?

- #1 horrible idea! Demolished habitat and destroys the way of life for a multitude of families! Improve existing infrastructure.
- #1 bad idea; lets work with what we have. Expand 93 divided Highway reroute if need be.
- #1 very bad idea. We need to preserve what we have not destroy more.
- #1 bad idea lets preserve the one large area of open space. #2 is a better idea.
- #1—Asinine Idea, experience (here and elsewhere) shows, time and time again that “work roads” is NOT the answer. Work with the existing highway 93, we don't need another one.
- #1 is a bad idea; destroy mountain side, wild life, and wetlands. Expand 93 (plans).
- #1 sorry not a good idea, keep the Valley's East Side as is.
- #1 very bad idea does not solve traffic problems but creates sprawl.
- No to #1, lets keep open space, use what we have.
- Please do not go forward with #1, you would only be cutting through more lands, adding traffic to Miller Creek; actually ruining the “rural” feel and fragmenting even more our ever decreasing open space.
- # 1 does nothing to solve volume of traffic coming into South Missoula and getting to highway 90. Also volume of traffic would exacerbate Miller Creek traffic.
- I think that with all of the other good ideas (i.e. the multi-modal ideas), plan #4 would not be needed / necessary.
- Ridiculous idea to link Eastside highway with Missoula through ranch and undeveloped land. Cost for this would be per mile, sky high – solution-expand current highway 93 three or four lanes in each direction!
- Growth pattern from Lolo South doesn't warrant major bus—rail service. However, Lolo North, better yet Miller Creek area growth does warrant additions / attention.
- Stop paying consultants lost of money to gather information when nothing is being done and no money to do it.

Florence

- I'm not against the East Side bypass, but I don't see how it would work.
- Don't build a road up the East Side of The Bitterroot River. The negative impacts on wildlife make it a bad idea.
- Beautifying; no planting on highway 93. Just more area for animals to stop in highway.
- More lanes on 93 and Old 93 doesn't seem to be the answer and please don't bench the mountainside or ruin the wetlands.
- No Eastside bypass please—wildlife would be adversely impacted.
- Concerning #1—this corridor holds the 2nd largest elk herd in Ravalli County. FWP statistics. Not a good idea.
- #1 Bad idea—Lets not destroy any more wildlife habitat.
- #4 HOV and HOT lanes are stop gaps, not solutions to transportation problems. Makeover HOV lanes were failures in New Jersey and were abandoned. Why repeat in Montana what failed in New Jersey?
- Don't like toll roads; don't work in west, low volume, etc.

2. **Other Comments:** Please provide any other comments or suggestions regarding the possible improvement options or the US 93 Corridor Plan in general.

Missoula

- You've covered it very well, Thank you for including alternative modes of transportation and not fast cars and more lanes.
- 3, 4, 5 sound good.
- #5!! Multi-modal all the way! Hip-hip hooray!
- I love #5. Great idea of light rail, bike path, bus services etc. Please go forward with #5 and #6 to decrease traffic on the road, increase a more communal and friendly commute and decrease accidents!
- In the long run, any other of the alternatives are insane! Multi-model, yes.
- Multi-model! Yes.
- I would love to see rail, bus/ van, bike-ways down 93. The multi modal is an excellent idea. Not everyone wants to be in a car, some of us would love to go down the valley on a train, bus, or bike. Many third world countries have better rail systems then we do. We should be offered more alternatives—not less!
- The plan must reflect the realities of our energy future—more expensive fossil fuels. Alternatives involving new / improved roads promote fossil fuel use. Need to focus on promoting solutions founded in multi-modal options.
- More emphasis on rail alternative and/ or bus alternatives, population protections are suspect—they are only trends extended.
- Reduction of VMT is necessary to control pollution (air/water). Taxpayers deserve more efficient infrastructure. More roads will erode severely the region's character.
- #5 is a great idea, #6 will help and can be done soon then #5 Both additional car pool service and improved intersections will help.
- Your projections are skewed—they need to include things such as increased fuel costs, decreased fuel availability, economy, and environmental thresholds.
- We need funding for our real improvements. I totally agree we need the improvements.
- Work with local, state, and federal agencies to start the D.M.U. commuter rail service a.s.a.p. Extend the bike path south from Missoula to Lolo.
- Please consider the multi-modal package option 5 and 6. Western Montana's character is changing rapidly and the open space and wildlife values that people love are becoming extinct. There are better ways to migrate traffic than to spend resources to build a brand new highway through undeveloped country. Please give the comments of local citizen's weight rather than giving more credence to the developers of Aspen Springs and the other development to the north.
- This project can make or break what we value most about our communities. The East-side bypass is a green light for rural sprawl that would forever create a blight on the land / place we love. Go for the multi-model—go for the rail. Good luck. Check out Wenatchee, WA regarding bus and multi-model.
- Option #1 is frightful. Expensive, foolish, death to wildlife and displaces innumerable people from their homes. Also hideously degrades the Bitterroot River.
- All efforts should focus on improvement to the existing services-- Highway 93 and Rail. Also, the bike path idea is great.
- I know these are just preliminary options and you just want a feel for public sentiment, but I truly hope you listen to the public and from what I've seen and heard, and from how I feel the multi-modal option is the best plan making the most people happy, and accomplishing the most number of draft goals. Please consider my view as equal to that of the developers. Multi-Modal All the Way!! Thank you.
- Like the multi-modal package very much. If a super -2 conversion is not politically possible, then please slow traffic and make it as safe as possible. Too many crashes!
- All three projects deal with only slightly different aspects of the regional traffic problem. The Miller Creek project has already spent probably double this budget taking into account their inaccurate demographic figure. The problem of urban

congestion and high volume traffic is a world wide problem. I do not see why we can not make use of the prior mistakes.

- #1 would be an eyesore, would destroy lands, unnecessary and would go through established neighborhoods probably destroying neighborhood and parks. #5 should seriously be considered—how to create development around it to make it successful. #1 no. #2 no #3 nuts #4 possibility #5 best option to thoroughly research for next presentations #6 always needed #7 a must for safety.
- #2 is vague but appears unnecessary. Building a bridge and road at that location would unduly impact wildlife habitat. The map of wetlands is too limited. For wetlands to be effective as habitat they must have a buffer. Buffers are not mapped as part of the wetlands which is a serious omission.
- Train ok if bus system will be upgraded in Missoula, riders need to have confidence they will not wait forever to continue trip. Need to assess impacts of gas prices and increased shopping in the Hamilton to Florence Corridor.
- #5 Show me how the combined light rail commuter rail / DMU would work well for the riders. Sounds like Tran fans to me. What is Bus Rapid transit (BRT) how does it work?
- At the corner of 93 South and Old highway 93, the site distance to the North is blocked (northbound) when a vehicle is exiting from US Highway 93 to old highway 93. Also, there is a sign on the bike path that interferes with northbound traffic.
- Study should go north past reserve and 93 – Vehicle counts need to show where traffic is going.
- The train is the one facility that has future; highways have no future, do not promote them or expect them to provide transport into the future. Do not blacktop or build roadways on river bottom wetlands.
- This plan must consider the importance of preserving open space as well as addressing traffic volumes in the 93 corridor. Thank you for considering bicycle trails and rail transit as solutions. I would suggest that a bike / pedestrian trail from Missoula to Lolo is a must.
- Excellent Goals! Thanks.
- Pay no attention to the man who wants 8 lanes, please. He does not represent most of us.
- #1 This is the answer to the traffic problems from the Bitterroot. Make this work.
- Projects should reduce VMT and air / water pollution; rail is a great way to reduce VMT.
- #1 should be the LAST Option (probably never). #2 area east of river cannot take more traffic. #3 prepared for accidents everyday—just admitting to lack of overall planning. #4 works in other state. #5 provides a new way of proving “peak” hour transportation with price of gas going up; People will accept alternative to single cars. #6—good. Bike lanes – always necessary to incorporate all intersections need to be improved for safety.
- A high occupancy lane makes good sense. A rail line is needed. In general the proposed calls for building more roads. (#1, 2) at a time when we should be reducing oil consumption and encouraging carpooling and other energy conservation methods.

Florence

- I'm wondering what impact the Maclay development (2000 homes) will have.
- What I have found living in Florence is I would like to see more wildlife and human corridors to get across the highway safely. Commuter rail line would be excellent especially in light of energy crises.

- I think improvement in bus and / or rail lines between Hamilton and Missoula would do a great deal to decrease the traffic congestion. Hopefully there would be several departure times at each end of the bus / rail lines. An alternate route on the east side of the Bitterroot River would be most beneficial in decreasing the congestion on the existing highway 93. Best solution would be a route extending East Side Highway clear into Missoula on the east side of the Bitterroot River... this would be a long term solution.
- Opening a highway (3-lane) between Florence and Missoula on east side of the Bitterroot would take a lot of vehicles off 93 (connecting up Eastside Highway to Missoula)—maybe an overpass near Missoula to avoid already congested intersections going into Missoula from the south.
- Primary concern should be locating and constructing an alternate route to US 93. Both for traffic volume and safety considerations. Until this is done, all other options should be considered as moot.
- Overpass (es) on the south side of Missoula (Blue Mountain Road, Miller Creek, and / or Reserve/ Brooks). Close off the numerous egress roads between Florence and Lolo or make it safer (right hand turn lanes, stop-light, mid-lane that allows folks making left-hand turns to merge into traffic).
- I think rail transportation is not practical. Bike path is an excellent addition to all Bitterroot highway construction.
- Limited access with frontage roads for local traffic, strong sign and billboard control, critter crossovers and good high fences to direct wildlife off the highway, emergency kiosks for break downs with phone, radio, and panic buttons.
- #4 HOV great idea.
- An alternate route of some type needs to be top priority.
- #1—this is a good alternative to control traffic alone.
- Like East Side Highway, relief to reduce traffic on 93.
- #2 is mandatory.
- Rail / bus must be frequent with safe parking and convenient stations / stops / connections to other services.